

# BUS & COACH BUYER

17 FEBRUARY 1995 ISSUE 294

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★ 2 x 1983 Kässbohrer Setra S 215 HD - 49 recliners, Courier seat, Optimal ventilation, toilet, kitchen, retarder, lift and lower, central locking, Webasto heater and timer, power operated front and continental doors, TV/Video (2 monitors) Radio/PA (6 months warranty drive train).



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★ 1 x 1987 Scania K112/Jonckheere P.50 - 57 recliners, Radio/PA, Telma, double glazed, Courier seat.

★ 2 x 1988 Volvo/Van Hool Alizee - 49/53 recliners, demountable toilet, TV/Video, Radio/PA.

★ 1 x 1988 Daf MB230 Van Hool Alizee - 46 recliners, 9 tables, TV/Video (4 monitors) Radio/PA, large rear mounted kitchen, microwave, fridge, water boiler, cupboards, centre toilet, carpets throughout, double glazing, Webasto heater and timer.

★ 1 x 1990 Daf 2300SB/Caetano Algarve - 49 recliners, toilet, drinks machine, TV/Video, double glazing.

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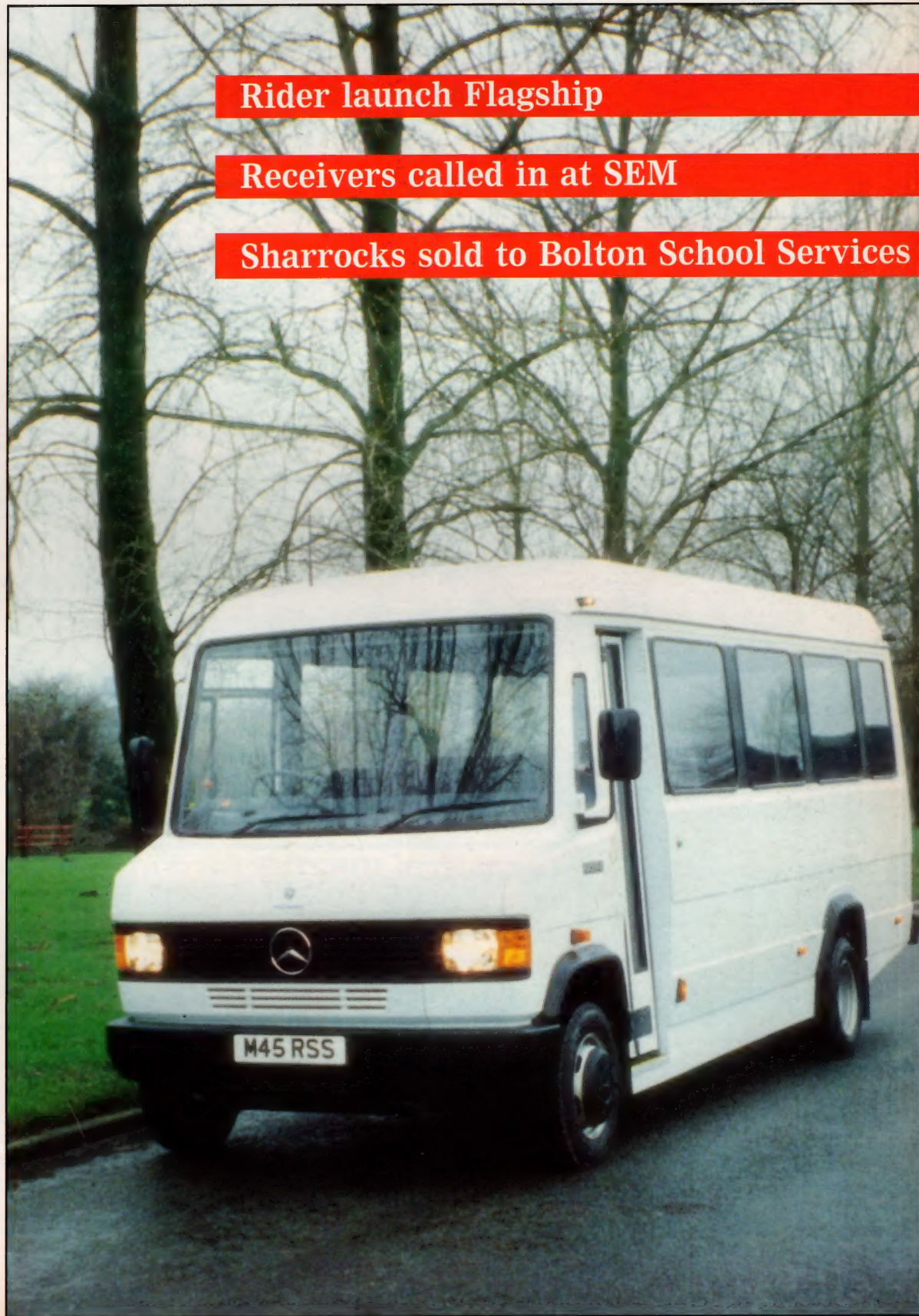


**Kässbohrer**  
Setra. Perfection in coaches.

Rider launch Flagship

Receivers called in at SEM

Sharrocks sold to Bolton School Services







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### Front Cover:

Premier Minicoach Conversions has supplied this Mercedes Benz 609D to Tom Dawson Travel of Aberdeen. It has been fitted with 24 of Premier's own Classic high back seats and an electric power door.

# News

## New Non-Exec director at GAG

Go-Ahead Group has announced the appointment of Duncan Clegg as a non-executive director with effect from 2 February. Mr Clegg was an executive director of corporate finance at Lazard Bros. for 17 years, advising companies such as British Steel, Thames Water, TSB and National Power. He currently holds similar non-executive positions with Cox Insurance Holding PLC and Low & Bonar PLC.

## BSS Acquire Sharrocks

Bolton School Services Ltd, operating as BSS Coaches has announced the acquisition of Sharrocks Coaches of Westhoughton. Sharrocks' proprietor, Mrs Kay Hill has now retired, having been in control of the company since the early 1980s. The family run concern had been established over 50 years and provided quality coach services,

private hires and contract work throughout the Greater Manchester area. The existing operation has now been transferred to BSS Coaches at Bolton School on Chorley New Road.

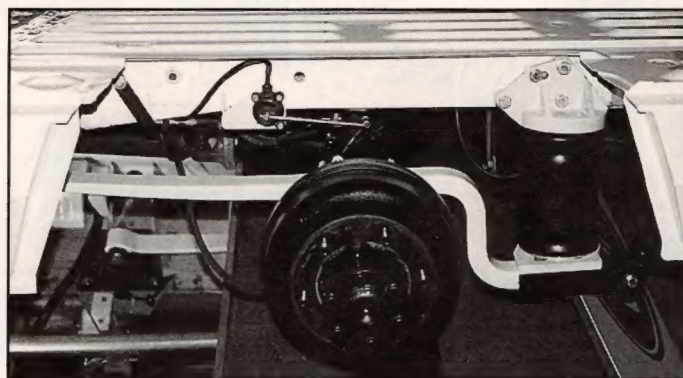
BSS Coaches had been providing services on a non-commercial basis for 30 years and moved into private hires and contracts in early 1993. The acquisition is claimed to be the result of an increase in business combined with the opportunity to offer existing and future customers a higher class of service. It has increased the fleet size to nine full sized coaches and three Mercedes Benz minicoaches. Two of Sharrocks' drivers have joined the new operation which now employs ten drivers, an administrator and a transport manager.

## SEM collapse

SEM Engineering of Basil-don, builders and suppliers of conversions and coach-built minibuses, particularly to the accessible transport market, has been placed in administrative receivership. SEM is also known for its manufacture of specialist agricultural equipment and the development of off-road or four wheel drive vehicles. The company was the subject of a £1.4m management buy-out in July 1992. SEM had invested heavily in research

and development which culminated with an electronically controlled air-suspension system for the Ford Transit minibus. This was launched at the Community Transport Association's annual exhibition at Blackpool during November 1994.

The affairs of SEM are now in the hands of Morton, Thornton & Co. of St Albans. David John Mason and Nigel John Hamilton-Smith have been appointed joint administrative receivers.



SEM's air suspension system for the Ford Transit

## AD Coach Sales to sell

### Plaxton buses

AD Coach Sales of Tiverton have announced that the company has become a stockist for Plaxton service buses. The company will initially be in a position to supply coachbuilt Beaver minibuses on Mercedes Benz chassis cowl. Speaking for AD Coach Sales, proprietor Glyn Goodwin said, 'We have been able to put together a number of leasing and contract hire packages, allowing the financing of new vehicles closely tailored to individual requirements. A further advantage to West Country operators will be the facility to enter part exchange deals on new service buses.'

## Artic lowfloors

Van Hool has announced an order to supply ten articulated lowfloor buses to German public transport operator Duisburger Verkehrsgesellschaft (DVG), following a successful European tendering procedure. The vehicles will be AG300s which feature completely flat floors from front to back, with the engine mounted vertically on the off-side, between the first and second axles. They have a step height of 320mm and large standee areas around the doors with very few internal seats.

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### SCANIA

Scania Coach Sales Ltd, Claylands Avenue,  
Worksop, Nottinghamshire S81 7DL

Telephone: (01909) 500822. Facsimile: (01909) 500165

#### 1992 (September) MAN 11.190 JONCKHEERE DEAUVILLE P35

34 recliners, grey/red/orange moquette, rear floor mounted toilet, servery, drinks machine, double glazed tinted windows, finished white.

M.O.T. AUGUST 1995

#### 1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

53 recliners, brown moquette, double glazed tinted side windows, courier seat, TELMA retarder, power entrance door, finished white.

M.O.T. NOVEMBER 1995

#### 1982 BOVA EUROPA INTEGRAL 12M

51 seats, (46 reclining + 5 fixed at rear), brown striped moquette, courier seat, tinted side windows, curtains, power entrance door, finished all white.

M.O.T. NOVEMBER 1995

#### 1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, TELMA retarder, power entrance door, finished white.

M.O.T. SEPTEMBER 1995

#### 1992 (September) VOLVO B10M JONCKHEERE DEAUVILLE 12M

53 seats, grey/red/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, power entrance door, finished white/metallic silver.

M.O.T. OCTOBER 1995

#### 1989 (September) VOLVO B10M VAN HOOL ALIZEE-H 12M

51/55 recliners, retrimmed in beige/brown moquette, centre sunken demountable toilet, continental door, tinted side windows, curtains, courier seat, power entrance door, wired TV/video, finished white.

M.O.T. AUGUST 1995

#### 1981 BOVA EUROPA INTEGRAL 12M

53 seats, (48 reclining + 5 fixed at rear), brown striped moquette, courier seat, tinted side windows, curtains, power entrance door, finished all white.

M.O.T. OCTOBER 1995

## BRINGING YOU THE BEST IN QUALITY USED COACHES

#### 1987 LAG PANORAMIC INTEGRAL 12M

DAF powered, 49 recliners, grey/red moquette, centre sunken toilet, continental door, courier seat, double glazed tinted side windows, curtains, driver's sleeping berth, AIR CONDITIONING, power entrance door, drinks machine, TELMA retarder, wired TV/video, finished cream/light brown.

M.O.T. JULY 1995

#### 1990 DAF SB2300 JONCKHEERE DEAUVILLE 12M

51 recliners, Autumn tint moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, power entrance door, water boiler, fridge, wired TV/video, finished all white.

M.O.T. NOVEMBER 1995

#### 1989 VOLVO B10M PLAXTON PARAMOUNT 3200 12M

53 recliners, red/grey moquette, tinted side windows, curtains, power entrance door, finished all cream.

M.O.T. JANUARY 1996

# MOSELEY

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#### 1984 (August) VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, beige/brown moquette, rear o/s sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, drinks machine, driver's berth, power entrance door, TELMA retarder, wired TV/video, finished white/red/blue.

M.O.T. AUGUST 1995

#### 1986 DAF DKFL JONCKHEERE JUBILEE P50 12M

49 recliners, brown moquette, rear o/s sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, drinks machine, courier seat, power entrance door, finished all white.

M.O.T. AUGUST 1995

#### 1984 LEYLAND REDLINE REEVE BURGESS

33 seat SERVICE SALOON, brown trim to seating, power entrance door, finished white/orange/blue.

M.O.T. OCTOBER 1995

#### 1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power entrance door, finished white.

M.O.T. AUGUST 1995

#### 1987 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, beige/brown moquette, O/S rear floor mounted toilet, continental door, courier seat, double glazed tinted side windows with pull-down blinds, water boiler, TELMA retarder, finished white/orange/black.

M.O.T. NOVEMBER 1995

#### 1989 (August) LEYLAND TIGER 260 DUPLÉ 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished white/gold/pink.

M.O.T. SEPTEMBER 1995

#### 1984 VOLVO B10M LAG GALAXY 12M

49 recliners, grey/blue moquette, O/S rear sunken toilet, continental door, courier seat, curtains, water boiler, coolbox, Webasto, TELMA retarder, wired TV/video, finished white/blue/green.

M.O.T. DECEMBER 1995

## PARTS STOCKIST - BOVA, VAN HOOL, TOYOTA OPTIMO





# Bob Vale Coach Sales

**TEL: 01494 716996**

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High Wycombe,  
Bucks HP15 6PE  
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Fax: 01494 716331

## VOLVOS

**1988 E VOLVO B10M PLAXTON PARAMOUNT 3200**, new re-trimmed, 57 fixed seats, pannier lockers, POD, radio/PA, low mileage ..... **£58,500**

**1988 VOLVO B10M PLAXTON PARAMOUNT 3200**, 53 reclining seats, courier seat, pannier lockers, POD, radio/PA, low mileage ..... **£58,500**

**1987 VOLVO B10M GLE JONCKHEERE 599**, 49 new re-trimmed reclining seats, courier seat, rear sunken toilet, continental door, double/glazed, splitter, Telma, fridge boiler, Webasto, Fin rad, radio/PA, TV ..... **£63,500**

**1986 VOLVO B10M PLAXTON PARAMOUNT 3500**, low driver, 49 reclining seats, courier seat, centre demount sunken toilet, double glazed, air cond, drinks machine, aircraft lockers, PA ..... **£58,500**

**1985 Sept C VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 reclining retrimmed seats, plus courier, double glazing, Webasto, curtains, provision for centre toilet/continental door, repainted white, exceptional ..... **£55,000**

**1983 PP VOLVO B10M BERKHOF EVEREST**, 49 retrimmed vogel seats, courier, rear sunken toilet, bunks, drinks, Telma, splitter, radio/PA/TV, video, mint, must be seen ..... **£32,500**

**1983 PP VOLVO B10M JONCKHEERE P50**, 51 retrimmed reclining seats, courier seat, rear sunken toilet, continental door, bunk, d/glazed, radio/PA/TV, repainted white **£35,000**

**1981 VOLVO B58 DUPLÉ DOMINANT IV**, 57 seater, double glazing, POD, rad/PA, new test ..... **£12,000**

**1981 VOLVO B10M DUPLÉ DOMINANT IV**, 50 reclining seats, d/glazed, Telma, POD, radio/PA ..... **£16,500**

**1980 VOLVO B58 VAN HOOL ALIZEE**, 52 seater, radio/PA, POD, immaculate ..... **£18,000**

## OTHERS

**1990 KASSBOHRER SETRA HD215**, Mercedes V8, 49 reclining seats, courier, retarder, bunk, boiler, fridge, TV, video ..... **£88,500**

**1988 LEYLAND TIGER CUMMINS L10 PLAXTON PARAMOUNT 3500**, 44 reclining seats, courier seat, rear sunken toilet, servery including fridge, boiler optics, wardrobe, wired for TV/video, curtains, d/glazed, manual with Telma, mint ..... **£52,500**

**1988 DEC CHARISMA SANOS**, Mercedes engine and gearbox, 49 reclining seats, courier seat, centre sunken toilet, air conditioning, radio/PA/TV ..... **£35,000**

**1986 PP NEOPLAN PLAXTON 4000 DOUBLE DECKER**, 71 retrimmed reclining seats, courier seat, servery, toilet, Cummins 350 BHP engine, new ZF auto transmission, repainted and repainted white ..... **£52,500**

**1983 LEYLAND TIGER DUPLÉ CARIBBEAN**, 49 reclining seats, semi auto, rear toilet, hydracyclic gearbox, PA ..... **£17,500**

**1979 AEC 760 DUPLÉ DOMINANT EXPRESS**, semi-auto, 53 seater, good for year ..... **£3,500**

**1978 BEDFORD YMT SUPREME EXPRESS**, 53 retrimmed seats, POD, Aug test, good clean vehicle ..... **£4,500**

# LANCASHIRE BUS and COACH SALES

## COACHES FOR SALE

**1987 E Reg CAETANO VIENNA**, I-veco running gear, MoT until Sept '95, 19 seats, immaculate

**1987 E Reg MCW METRORIDER**, 25 coach seats, manual gearbox, MoT until Sept '95

**1982 DAF MB200 AIPWA BODYWORK**, new engine fitted, MoT until Sept '95, 49 seater, exec spec

**1984 DAF MB200 CARIBBEAN II**, 49 recliners, full exec spec, MoT until Nov '95. Private plate fitted

## SERVICE BUSES FOR SALE

**1987 RENAULT DODGE**, Northern Counties, 23 seats, 8 stn, automatic.

Choice of 2, MoT until May '95

**1987 RENAULT DODGE**, Northern

Counties, 25 seats, 9 stn, automatic, new tyres, MoT until July 95

**1987 RENAULT DODGE ALEXANDER**, 25 seats, 8 stn, automatic. Choice of 2, 10/12 months MoT

**1977 LEOPARD DUPLÉ DOMINANT**, express doors, MoT Dec '95, 47 seats plus pen

**1982 LEOPARD, ECW BODYWORK**, MoT Nov '95, bus seats, luggage pen, semi-auto, express doors

**1987 MCW METRORIDERS**, 23 seats, 8 stn, Alison, automatic. Choice of 2, MoT May/June '95

**1987 RENAULT DODGE**, Reeve Burgess, automatic, long MoT, 25 seats, 8 stn. Tidy vehicle

**1987 VW CITY PACERS**, 23 seats, 8 stn, automatic gearbox, new engine in 1, full Diptac spec. Choice of 2

**1985 QUEST**, 25 seater, Perkins engine, Alison gearbox, wheelchair ramp, low floor bus

**1985 TRANSIT**, 16 seats, 5 stn. Choice of 10 with and without MoTs

**1987 FREIGHT ROVER**, Carlyle 2, 1 with Transit running gear, long MoTs. Choice of 3

**Mk1 LEYLAND NATIONALS** Choice of 4. All will be sold with 12 months MoT

## BREAKING OR SELLING COMPLETE

**3 x NATIONAL Mk1s** Engine u/s, complete

**1 x NATIONAL Mk1** Incomplete, with good engine, gearbox

**1 x LEOPARD DOMINANT II** Express doors, engine u/s

**2 x FORD TRANSIT CARLYLE** Incomplete, engine OK

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# News

## UVG update corporate identity

Yorkshire based Universal Vehicles Group has now completed a major re-vamp of its corporate identity. The group has been restructured to combine WS Coach-builders with the Brighthouse based ambulance manufacturer Customline - creating a £26m group with 340 employees. Tony McClellan, UVG chief executive, said: 'We want to update the image of UVG to reflect the very substantial changes which have taken place over the last 18 months. These have included upgrading our production and design facilities plus a major investment in new personnel. The group is now embarking on a major sales programme and it is important that new customers, both at home and abroad, see us as a cohesive manufacturing force, offering the very best of British engineering.'



One of three Dennis Lance Plaxton Verde buses which have been introduced on Rider Huddersfield's Flagship services.

## Rider launch flagship

The Mayor of Kirklees, Councillor Harold Sheldon, officially launched the first three Flagship vehicles which are being operated by Rider Huddersfield. The new network of Flagship services is expected to be fully operational in the summer and the new buses, three Dennis Lance Plaxton Verdes, are the first of 110 buses in a £9m Badgerline investment programme for

the Huddersfield area.

Flagship has promised to raise standards for passengers and this has already led to the operation of cleaner buses with friendlier drivers, the removal of fareboxes and regular fare bargains. In addition to the appearance of a high number of new buses, Rider Huddersfield intends to put more buses onto routes to improve services.

## Open trip to Neoplan in Berlin

Smiths Coaches of Marple have just taken delivery of the first pair of Neoplan Transliner bodied Dennis Javelin GX coaches. Proprietor, Ken Smith, is arranging a visit to the Neoplan factory in Berlin using one of the new vehicles and is offering seats on the trip to other operators at £250 per person.

Departing from Manchester via the M62 on 11 March and crossing from Hull to Rotterdam by North Sea Ferries, the party will enjoy a leisurely journey to Berlin, returning from Rotterdam to Hull on 17 March. The cost per person sharing a twin room is £250.00. If you would like more details contact Ken Smith, Smiths Coaches (Marple) Ltd, telephone 0161 427 2825 or 0161 427 5839.

## THREE REASONS NOT TO MISS THE TAS BUS INDUSTRY CONFERENCE ON 2/3 MARCH

### THE BIRTH OF UK GUIDED BUSWAYS

We look at the scheme taking shape in Leeds and hear all about it from the individuals behind the project. We learn all about the Suffolk guideway opened last month, and plans for a system in Oxford

### THE PACKAGE APPROACH

We look at the successes and the failures, who is getting money for bus priority and what they are doing with it

### LOW FLOOR: DEATHKNELL OR SAVIOUR FOR THE INDUSTRY?

The latest information on low-floor schemes, passenger response and what new plans for legislation could mean for the industry

### PLUS:

- Alternative Fuels • Approaches to Quality •
- The Ticket to Ride Initiative •

The Royal Commission on Environmental Pollution - What would its targets mean for the industry?

**TAS**  
presents

### THE BUS IN A NEW ERA TURNING THE TIDE

The third bi-annual conference on the future of the bus in local transport

The Queens Hotel, Leeds  
Thursday and Friday  
2 & 3 March 1995

### Speakers include:

Keith Ahlers, Badgerline Holdings  
Richard Armitage, Independent Consultant  
Andrew Braddock, London Transport  
Caroline Cahm, Nat. Federation of Bus Users  
John Carr, West Yorkshire PTE  
Brian Cox, Stagecoach Holdings  
Brian Fisher, Plymouth Citybus  
Peter Grimm, Suffolk County Council  
Ted Hesketh, Ulsterbus and CPT President  
Professor John Hibbs, University of Central England  
Keith Moffat, Oxford Bus Company  
Adrian Pope, Leeds City Council  
Russell Richardson, Optare  
Bob Tebb, Badgerline Rapid Transit  
John Walker, Oxford City Council

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## Volvo News

# Double Deck Boost

The good old British double decker has not had the happiest press recently. It has been portrayed as dirty and smelly in some quarters, and has also been the subject of scare stories about plans from Brussels to exclude the concept from forthcoming legislation.

Steve Dewhurst, Bus Sales Manager, confounds this view. "Registrations were down last year, but I am a lot happier about 1995. Our order bank alone exceeds the total number of deckers registered last year, and we are only in the middle of February!

"I think some people have been put off by the Brussels stories, but we are in very close contact with the British and European authorities and we have seen nothing which causes us concern. We suspect that they will see the double decker as a popular concept in the British Isles, and also in Berlin, so it will be included in the new harmonised regulations as a special type.

"The other objections are understandable, but that is because the majority of deckers entered service twelve or more years ago. Technology has advanced greatly since then. It is no longer possible to hear the bus coming, before you see it!"

The Volvo Olympian is the definitive double decker, having been market leader for over a decade, yet has always kept ahead of



**One of eight Northern Counties Palatine II bodied Volvo Olympians now used by Northumbria on routes serving the Metrocentre**

legislation. The robust and durable design has benefitted not only from feedback in the home market but also from the more demanding conditions in Hong Kong and Singapore.

Steve says: "The Olympian is not a compromise. It was designed only to be a double decker and all the engineering calculations were made on that basis. The well proven drop centre rear axle enables us to offer highbridge and lowbridge versions. It is a choice between internal headroom

and external clearance, which can be important on some routes.

"We are working closely with our bodybuilders, Alexander (at Belfast and Falkirk), East Lancs and Northern Counties, to provide precisely what the customer needs. They have been putting a lot of thought into their work, making their bodywork more comfortable and accessible. There have also been big improvements in styling. Even on a bus that is important; it attracts the customer and encourages him to use the bus."

The latest Olympian has a high degree of standardisation with other models in the Volvo range, which makes life easier for workshop and stores staff. High commonality gives some savings in production, but the real benefit comes in

the operating life, which, on a heavy duty bus, is unusually long by automotive standards. A double decker which goes into service today will probably still need parts in twenty year's time, so standardisation, by a major manufacturer, is a good insurance policy.

Steve believes that the double decker has many operational advantages and that sales in the last few years have only been low because there were so many in circulation and operators were adjusting the mix of sizes in their fleets. "Where there is a regular and heavy flow of custom on trunk routes, the double decker is still the most cost effective bus. It takes up little road space and is better able to handle many of the street obstructions which planners seem so keen to install.

"Some people object to the staircase, but there are more seats downstairs than on a minibus for the less agile, and the upper deck comes into its own at peak periods.

"As I said earlier, the order book is looking promising. Stagecoach is stepping up its intake this year. We have the regular order from Lothian to replace older deckers, and we will supply a further 60 Olympians to Dublin Bus this year. We have welcome orders from London, so soon after privatisation, and several more, from fleets large and small, all around the country. It is a very welcome revival."



**A new East Lancs Olympian from the London & Country fleet.**



# Volvo News



Toni Herman

## Toni Holds the Fort

Toni Herman has worked at Volvo for eight years, originally as secretary to Bill Russell, then moving to Sandy Glennie about eighteen months ago. She is a lively personality with a very active life. In between her love of animals, horse riding and travel, she is studying for her teacher's certificate in secretarial studies and working at the hub of a busy office.

Toni says that the work is very varied. "The office is always busy, and the facilities are excellent. I enjoy the contact with customers, large and small, and the dealers. I also work regularly with colleagues in Sweden and all the Volvo companies and suppliers on the continent, but you get used to that in an international company."

Asked whether any part of the work is difficult, Toni gives a lovely smile and says: "Only trying to guess what my boss is going to do next!"

## More for Nottingham

Nottingham City Transport is continuing its policy of fleet modernisation by adding five B10M's, five B10B's and three B6's, all bodied by Alexander.



One of eight B6 Alexander Dash buses with Sheffield Omnibus

## B6 City

Sheffield is rapidly acquiring the reputation of the B6 city. These photographs show examples of recent deliveries to Yorkshire Terrier and Sheffield Omnibus, both with Alexander bodywork. Also, Mainline has recently placed an order for 30



Yorkshire Terrier now have six Volvo B6

B6 with Plaxton bodywork, along with another 25 Alexander B10M's.

## Saying Yes to No

Over a year ago, Volvo Aftermarket launched the free fitment by dealers of a wide range of service exchange units. Starters, alternators, steering pumps, air dryers, turbochargers, intercoolers, compressors, radiators, fans and clutch kits were among the units available.

The scheme was launched under the slogan "The man who likes to say 'No'." The "man" in question was the Service Manager at every Volvo Dealership. Nick Riley, Product Manager Aftermarket, says the scheme has been very successful with so many customers saying "Yes" to the Dealers that it is being continued, at least until October, and that the range of parts has been extended. Get in touch with your local Dealer today.



Probably the last new bus to be acquired by old established A1 Service before selling out to Stagecoach was this Volvo B10B with Wrights bodywork.

## "The Action Service"

Not to be confused with Action Service Europe is the high profile Aftermarket promotion which Volvo has been running in recent months. Various views of Hercules freighters, used by Transport Command, are helping to put across the message.

Norman McIlwraith explains: "Transport Command has the image of being a highly efficient support organisation, able to operate effectively under all conditions. We are dedicated to achieving the very best in product support for our customers and chose this theme to put the message across, not just to customers, but to Dealers and all our own staff."

"We are not planning to drop parts in by Hercules, but we are aiming for the same standards of professionalism, throughout the organisation."

## European Expansion

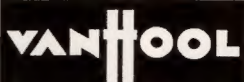
Volvo recently announced plans to invest a further £430 million in developing its automotive operations in Europe, including the Irvine plant in Scotland. The expansion plans have been made possible by a considerable improvement in profitability and re-focusing of the company's strategy after the aborted liaison with Renault.

## Clarke's Take a Dozen

Clarke's of London are taking ten Volvo B10M Jonckheere coaches and two B12T double deckers with Jonckheere Monaco coachwork for the new season. It represents an investment of over £2,000,000 by one of the capital's best known family firms.



# Hughes DAF



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## IKARUS

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**1994 L DAF WS3000** Van Hool Alizee H, 51R/Toilet  
**1994 L DAF KS3000** Easishift Van Hool Alizee H, 51R/Toilet  
**1994 L DAF SB3000** Van Hool Alizee DH, 51R/Toilet  
**1994 L DAF SB3000** Int Retarder, Van Hool Alizee DH, 51R/Toilet  
**1994 L DAF HS2700** Auto Van Hool Alizee H, 51R/Toilet  
**1994 LT DAF MB2301** T Auto Van Hool Alizee H, 51R/Toilet  
**1993 K DAF KS3000** Auto Van Hool Alizee DH, 51R/Toilet  
**1993 K DAF SB3000** Van Hool Alizee DH, 51R/Toilet  
**1993 K DAF SB3000** Van Hool Alizee H, 51R/Toilet  
**1993 K DAF SB3000** Van Hool Alizee H, 51R/Toilet  
**1993 K DAF MB230LT** Van Hool Alizee H, 51R/Toilet  
**1993 K DAF MB230LT** Van Hool Alizee H, 51R  
**1992 J DAF SB3000** Van Hool Alizee DH, 51R/Toilet  
**1992 J DAF MB230LB** Van Hool Alizee H, 51R/Toilet  
**1992 J DAF MB230LT** Van Hool Alizee H, 51R/Toilet  
**1991 H DAF SB2305** Van Hool Alizee DH, 51R/Toilet  
**1990 G SCANIA K93**, Van Hool Alizee, 55R  
**1990 G DAF MB230LT** Van Hool Alizee H, 51R/Toilet  
**1990 G DAF MB230LT** Van Hool Alizee SH, 53R/Toilet  
**1989 F DAF SB2305** Van Hool Alizee DH, 53R  
**1989 F DAF SB2305** Van Hool Alizee DH, 51R/Toilet



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- With your drivers ●
- With your quality of service ●

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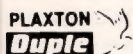
## DAFBUS PARTS & SERVICE

**1989 F DAF MB230LT** Plaxton 3500, 53R  
**1989 F DAF MB230LT** Plaxton 3500, 51R/Toilet  
**1989 F DAF MB230LB** Plaxton 3500, 53R  
**1989 F DAF MB230LB** Plaxton 3500, 51R/Toilet  
**1989 F DAF DHTD** Duple 320SL, 51R/Toilet  
**1989 F DAF SB220** Optare Delta, 2 door, 37 luggage pens  
**1988 PP VOLVO B10M** Van Hool Alizee SH, 49R/Toilet  
**1988 E DAF SB2300** Van Hool Alizee, 51R/Toilet  
**1988 E DAF SB2300** Duple 340 SL, 53R  
**1988 E DAF MB230LT** Plaxton 3500, 49R/Toilet  
**1988 E DAF MB230LB** Plaxton 3500, 53R  
**1987 D LEYLAND**, Tiger 245 Duple 340, 53R  
**1987 E LEYLAND**, Tiger 245 Plaxton 3200, 57  
**1986 C LEYLAND**, Tiger 245 Duple 340, 51R/Toilet

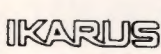
### HIGH QUALITY USED COACHES

**1990 G DAF DHTD**, Duple 320, 53R  
**1988 E DAF MB200 FL** Plaxton 3500, 51R/Toilet  
**1987 D DAF SB2300** Plaxton 3500, 49R/Toilet  
**1987 D DAF MB230LB** Duple 340, 53R  
**1986 C DAF MB200FL** Plaxton 3500, 51R/Toilet  
**1986 D DAF MB200FL** Plaxton 3500, 49R/Toilet  
**1989 F VOLVO B10M** Plaxton 3200, 53R  
**1984 PP LEYLAND**, Tiger Duple Dominant IV, 53

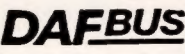
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# Operator Focus

## YORK PULLMAN

### The newest and oldest premises in coaching?

The York Pullman name has been an established one since well before the industry was originally regulated under the 1930 Transport Act, though three changes of ownership in the last decade have completely changed the face of the company and its operations. It now belongs to Durham Travel Services, the Hetton-le-Hole based coach operator specialising in National Express work, which purchased it in February 1993 from Kingston Upon Hull City Transport. They had acquired it, minus its stage carriage operations, from Reynard Coaches, originally of Tadcaster. Reynard had bought York Pullman in January 1985 and in July 1990 sold its bus operations to the Rider Group which incorporated them within its newly formed Rider York subsidiary, now part of the Badgerline Group.

After this confusing chain of transfers, Durham Travel Services took on a coach company with 22 vehicles and no garage facilities. Initially, the best operating base that could be found was an old aircraft hangar at the Yorkshire Air Museum, Elvington, in which a water supply and telephones were installed and mobile cabins were brought in to provide



**Two Plaxton bodied coaches outside the new depot.**



**One of the former Hull Atlanteans in the latest livery on the York Pullman City Tour.**

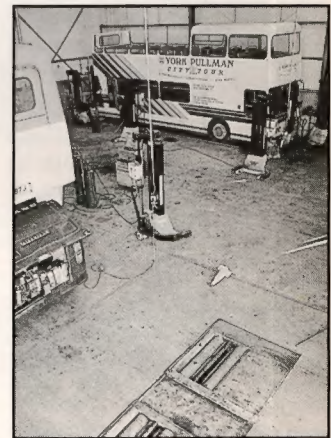
offices and a rest room. Discussions with the site's owners were fruitful and they agreed to erect a purpose-built bus depot adjoining the Museum which the company has taken a long lease upon. Unfortunately the building process took far longer than originally anticipated and instead of the November 1993 moving date that had been planned, it was not until October 1994 that York Pullman had its new depot.

The premises are in a relatively rural location a few miles out of York in the Hull direction. With a large concreted yard, three bay workshop, offices and a mezzanine floor to provide a stores facility, it cost around £350,000 to construct, added to which the company has since spent around a further £30,000 on equipment. There are no pits but two sets of Somers mobile column lifts enable vehicles to be raised for inspection and major component changes. There is sufficient headroom for double deck buses to be lifted and if necessary they can be left suspended on a set of axle stands if both sets of mobile lifts are required else

where. Other equipment includes a rolling road and a Hans Hougaard brake tester. Should the site become too small as the business expands, there is adjacent space available for growth. In charge of maintenance is engineering manager Mick Simpkin, ably assisted by three fitters.

With the premises finally operational, the company faced the unusual situation of having what it believes were both the newest and the oldest buildings in use by a coach operator. While other operators will build new depots and lay claim to the first half of this record, Com-

mercial Manager Andy Harris reckons it is unlikely that anyone will come up with anywhere older than Pullman's offices in central York. Built in 1497 as part of the walls surrounding York's St Mary's Abbey, Bootham Tower is situated opposite Exhibition Square, from where for many years, Pullman's services to Helperby, Easingwold and Linton left. Last year, after the lengthy process of obtaining permission had been overcome, a few amendments were made to the internal arrangement of the property which enable it to offer a range of goods on sale, including books, maps



**A rolling road, column lifts and brake tester are among the facilities at the new depot.**



**One of two former Wallace Arnold Volvo B10M Plaxton Paramount 3500s laying over in Leeds Bus Station.**



# Operator Focus

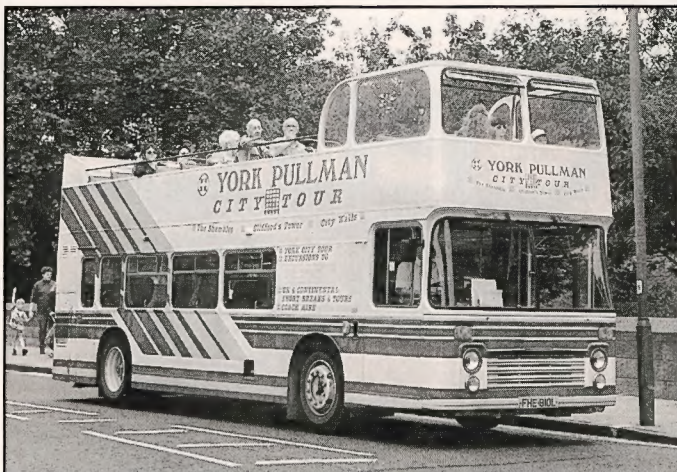
and T-shirts, most of which are York connected in some way. As part of a move to develop beyond the simple provision of coaches, the company has also started hiring personal stereo systems to tourists who want to hear details of the city in one of five languages.

## Workload

York Pullman's operating philosophy is somewhat different from that of its parent company. It has a very varied workload whereas Durham Travel Services concentrates on contracted express work and a growing private hire operation. There is overlap, however, because several of the National Express schedules for which DTS is responsible are actually operated from York. Twelve of the forty or so drivers employed are on National Express rosters and five vehicles are maintained at and operated from York.

Of the current fleet strength of 32, 14 are employed daily on school contracts, including some baths and playing field contracts. Five school contracts were operated in the Harrogate area until late last year but these were lost in a re-tendering exercise. Free shopping buses are run on behalf of the Co-op and there is a single tendered local service which sees Pullman vehicles operating twice a week on the 195 service which is usually the haunt of East Yorkshire Motor Services.

The company's most visible presence in York is provided by the open top double deckers used on the York Pullman City Tour. Competition for custom is consider-



**Most of the double deckers owned are Leyland Atlanteans, but this Bristol VR is an exception.**

able but the service, which will recommence in April for the season, is a useful part of the overall mix of work. It also helps serve as an advertisement for the company in the way that the service buses once did. Of the 14 double deckers owned, five are open top, all of them in the latest cream with red and maroon stripe livery in which the whole of the fleet is gradually being repainted. A new venture for 1995 will see

open top operation extended with the May introduction of a Whitby circular tour. One bus will be based in the picturesque harbour town and lettered accordingly. Andy Harris says the route is such a good one that he'd pay to ride on it himself.

Whitby also features as one of the destinations in an extensive excursion programme which is tailored to suit several distinct markets. In addition to the local excur-

sions offered during the school holidays, the company has found a ready market for a new programme of pre-advertised shoppers' day trips which appeal to the local population. Leaving York each day at 09.15 and returning at 15.15 they can be operated using a school service vehicle on school days. Originally started before Christmas for shoppers on present hunting expeditions, they proved so popular that they now run all year and carry very good loads. For £2.50 a person, customers are offered the retail wonders of the likes of Hull, Middlesbrough and Leeds.

Taking full advantage of York's popularity as a tourism centre, a tourist excursion programme operates from April to October. Working on the basis that the potential customers are different, the destinations are the same favourites every week. This market has been identified as possessing growth opportunity and to reflect this, the resources allocated to it are being increased for 1995. A recently re-moquetted Plaxton Paramount 3200 Dennis Javelin driven by a dedicated driver accompanied by a guide will together provide a quality



**The new garage premises have no pits. Two sets of Somers mobile column lifts are available if a vehicle needs lifting.**



**Washing one of the oldest members of the fleet.**

# take stock



# Operator Focus

**One of the Dennis Dorchester Plaxton Paramount 3200s passing through Birmingham.**

package.

Andy Harris is more cautious about the potential for Pullman's tour programme which started in 1994 with a series of weekend breaks. This year the choice of UK and continental packages has grown, and while continuing growth is planned, Andy does not underestimate the strength of the local competition which includes several of the big nationally advertised names.

More promising is the incoming market for which York Pullman is willing to act more like a tour operator, providing itineraries, arranging meals and booking attractions. By offering more than just a coach trip new customers have been attracted. Building on this, the company is developing links with other York businesses. Working in partnership with one of the boat operators on the river Ouse and one of the walking guide companies, the group is able to offer complete packages. Other coach operators are seen as potential customers for these services and a brochure publicising

what is available is currently being prepared. It may also be that the company can assist those who prefer to handle booking arrangements themselves - the coach washing and toilet drop facilities are available to other operators while maintenance facilities and relief coaches can be provided for those having need of them. Andy can be contacted on 0904 622992.



**This early 1980s shot taken at Pullman's former depot in Navigation Road, York, shows how the pre-deregulation fleet included coaches and both double and single deck service buses, all of which were bought new.**



## Vehicles

The fleet inherited in 1993 was dominated by Bedford coaches and former KHCT Leyland Atlantean double deckers, with a few Dennis coaches of the Dorchester

and Javelin types. It was immediately strengthened with two former Wallace Arnold Volvo B10M Paramount 3500s and four of the Bedfords have since been disposed of.

For this season, a 1990



**Two of the Bedfords parked in the yard between school contracts.**



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## NEW VEHICLES

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<b>MAN 18.370</b>	<b>ALGARVE II, 3.5 Metro</b>	49/53 recliners, centre toilet, double glazed
<b>DENNIS JAVELIN</b>	<b>ALGARVE II, 3.35 Metro</b>	53 recliners or 57 fixed seats, double glazed
<b>MAN 11.190</b>	<b>ALGARVE II</b>	35 recliners, double glazed, continental door
<b>TOYOTA</b>	<b>OPTIMO III</b>	18 and 21 seat GL
<b>TOYOTA HI-ACE</b>	<b>CAETANO LUX-ACE</b>	11 seat, PSV conversion

## USED VEHICLE SELECTION

1990(G)	<b>VOLVO B10M</b>	<b>ALGARVE</b>	49/53 recliners, executive spec
1990(G)	<b>MERCEDES 0303</b>	<b>PARAMOUNT 3500</b>	48 recliners, executive spec
1990(G)	<b>MERCEDES 0303</b>	<b>CHARISMA</b>	49/53 recliners, exec spec
1990(G)	<b>DAF SB 2305</b>	<b>ALGARVE</b>	53 recliners, courier seat, power door
1989(PP)	<b>VOLVO B10M</b>	<b>PARAMOUNT 3500</b>	48 recliners, double glazed, toilet
1987(D)	<b>LEYLAND TIGER</b>	<b>PARAMOUNT 3500</b>	49 recliners, rear toilet, continental door
1986(C)	<b>BEDFORD YMV</b>	<b>SOLD '00</b>	53 seats, power door, tinted windows
1986(PP)	<b>DAF</b>	<b>FUTURA FMD</b>	49 recliners, toilet, berth, etc.
1985(B)	<b>DAF SB 2300</b>	<b>ESPRITE</b>	53 seats, power door
1984(PP)	<b>LEY ROYAL TIGER</b>	<b>PARAMOUNT 3500</b>	53 recliners, power door, courier seat
1982(Y)	<b>BEDFORD YNT</b>	<b>CASTRASUA BRISA</b>	53 seats, power door
1979(T)	<b>VOLVO B58</b>	<b>DOMINANT II</b>	53 seats, power door

## MINIBUS SELECTION

1992(K)	<b>TOYOTA</b>	<b>OPTIMO II</b>	21 seats, power door, tinted windows
1991(J)	<b>TOYOTA</b>	<b>OPTIMO II</b>	21 seats, power door, tinted windows
1989(G)	<b>TOYOTA</b>	<b>OPTIMO I</b>	18 seats, power door, tinted windows
1987(D)	<b>TOYOTA</b>	<b>OPTIMO I</b>	21 seats, manual door
1986(C)	<b>TOYOTA</b>	<b>OPTIMO I</b>	18 seats
1982(Y)	<b>FIAT 60.10</b>	<b>BEJA</b>	18 seats

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# Operator Focus



Two of the Bedfords inherited with the company are pictured at Scarborough in the Kingstonian style livery which is gradually being replaced.

Volvo B10M Paramount 3500 is being transferred from the Durham Travel Services fleet, and a Van Hool T815 Alizee integral has been acquired to replace a Dennis Dorchester written off following an accident. This will be the first Van Hool for the fleet although the parent company already operates a number of Scania K113 Alizees, eight of which are fitted with seatbelts.

The old York Pullman company favoured Dennis and AEC vehicles for a large part of its existence and an example of each has been acquired for renovation and eventual recertification. Both are long term projects but work on the first vehicle, a 1957 Roe bodied AEC Regent V has already begun in earnest. The second vehicle, a Dennis Lancet dating from the 1950s is expected to take rather longer to complete. When both buses are ready to return to the road they will strengthen the links between the modern York Pullman and the operation which originated shortly after the First World War.

## Summary

So much upheaval in a short period of time has made it difficult for the company to react as swiftly as it would have liked to some of the many changes that have occurred and are continuing to occur in the market. With the opening of the new depot York Pullman now has a much more stable base on which to develop its services to both the local population and those visiting York from further afield. A recent increase in prices charged has not resulted in a recognisable loss of business and the level of private hire bookings which grew in 1993/94 is again looking healthy for 1995. York Pullman may be a very different company from its predecessors, but the team running it is aware of the tradition of quality service associated with the name and aims to be regarded as York's premier coach company.

By Stuart Jones.



The famous maroon, yellow and cream York Pullman livery which was for many years the trademark of the operation lives on on this fine Roe bodied AEC Regent III belonging to Tony Peart, which is regularly to be seen at preserved vehicle rallies.



# Manufacturer Focus

## CRYSTALS CONVERSIONS

Since the formation of Crystals Conversions in 1987, the Crystals' group has not only ridden out the recession but has continued to expand and diversify. The Doncaster conversion and coachbuilding factory boasts an annual growth rate of 89%. Following what was described 'a good year' for Crystals in 1994, further expansion is under way which is aimed at increasing capacity and efficiency within the group as a whole. When production initially began in Doncaster there were just two employees and a 2,700 square feet facility. Now there are 45 staff occupying a 40,000 square feet factory.

Crystals' managing director, Chris Springham, said: 'We started to see a definite upturn in business about 18 months ago and this has continued to snowball. While it is very good to be busy, the demand has created problems in the area of supply. Deliveries of items like seats and glass were taking up to eight weeks - and this was unacceptable to customers. We have been able to rectify the situation somewhat and have been very busy. The company's growth has not accelerated as fast as it might have done because many potential orders are not confirmed when the delivery dates requested cannot be met.'

'Had we been in a position to meet all the potential orders we could so easily



**Crystals operate two accessible transport services under contract to London Transport.**

have over-stretched ourselves, and growing too fast can have dangerous repercussions. We have also achieved BS5750 accreditation which has become increasingly necessary for us to continue supplying vehicles to local authority customers. It means that all customers can have confidence that the quality of the product has not suffered through a higher output being achieved.'

Crystals have never thrown everything at a particular market which seems to be offering a quick profit at the expense of ongoing business. Now the need is for larger premises and negotiations for larger premises are under way with a number of nearby sites under consideration.

Although 10,000 square feet of the facility are sub-let to another business, and there is now a desperate

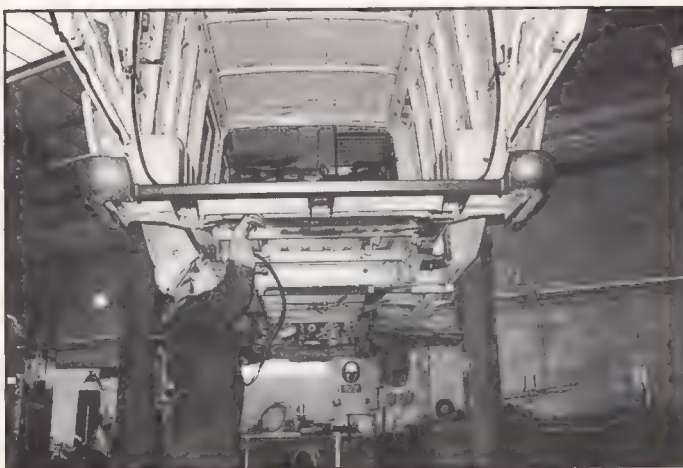
need for more space, the expansion plans do not include excluding the tenant. One reason for this is that Chris is happy to be able to call on his paint spraying facilities without resorting to investment in his own equipment.

To meet with immediate demand and to compensate for the loss of space, mezzanine floors have recently been installed in the factory and these offer a further 8,000 square feet of space which is used for light construction processes and for storage of seats and some large items like front and rear mouldings. This addition has not only freed some valuable floor space for production but has generated sufficient space for the research and development department to function fully. This section can now work completely separately on the continued improvements which are always called for, whether it is altered step arrangements, better entrance doors or more efficient or simplified

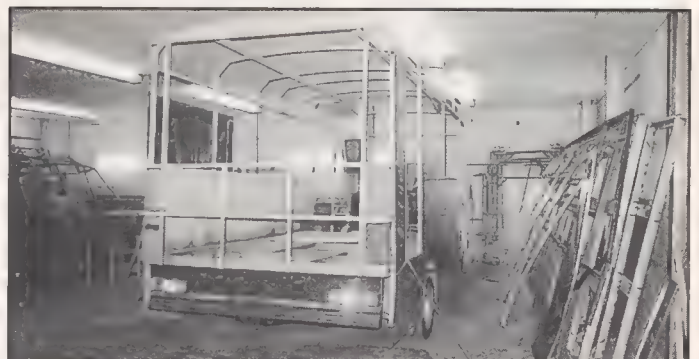
production methods.

The demands for space at Doncaster extend beyond the production area as outside the factory there is very little room not taken up by vehicles waiting to join or leave the production run. Staff and visitors' car parking is at a premium and the company has had to lease space from a neighbouring business in order to provide off-road parking.

The Doncaster facility is controlled by its general manager, John Worgan. He claims that the upsurge in production has been staggering and has led to life becoming little short of hectic at times. He said, 'As soon as one contract is completed, another takes its place because the order book is brimming. We have just delivered six Bedwas bodied vehicles to Smith Self-Drive Hire, there are eight Renault Masters in build for Bradford, thirteen Renault Trafics for the Ministry of Defence, eight Masters for Liverpool and 22 for Bedford. The Renault remains popular because it is very competitively priced but much of our success in this area is down to the efforts of Ray Lingard. Ray came to us and marketed the vehicles under the Europa banner after doing a great deal to develop the lowerable rear suspension system which has proved a real winner. A lot of the workshop is busy at the moment retro-fitting these systems for customers that originally bought standard vehicles. On top of this, Ray has now taken responsibility for the costings on all of



**A Renault Master being converted to include lowerable rear suspension.**



**Research and Development now has its own department. The coachbuilt Challenger has a high priority here at present.**



# Manufacturer Focus

Crystals' production.'

To relieve John of some of the growing pressures, a new production manager has been appointed. Duncan Halliday joined Crystals in December 1994 and is currently reviewing production as well as overseeing the introduction of computerisation. Despite Crystals having had its accounts on computer for some time, no attempt had yet been made at integrating stores, purchasing, orders and costings. Duncan is now evaluating some likely software systems that should be capable of handling the task and providing a networked facility via modem to the Dartford premises.

A revision of production methods became necessary because of the sheer volume of throughput. The traditional Crystals build programme called for one man to work on one vehicle and to take responsibility for the finished job. Pressure has dictated that more specialisation, combined with a stage-build process, has had to be introduced. Now each vehicle is



**The current premises at Doncaster are full to capacity.**

the result of several people's efforts though the level of pride in the finished vehicle remains the same.

Changes have also been made because the company has gradually begun to introduce coachbuilt bodies. Crystals' own design was coming along steadily at the time that nearby Europa folded. Crystals seized the opportunity to acquire the Enterprise body, along with some experienced staff, and has abandoned its own development in favour of a tried and tested example. It is being marketed purely on Mercedes Benz 709D or 814D

chassis cowl.

Crystals also had a wary eye on the market that Dormobile had gained with its coachbuilt body on Ford Transit chassis, a combination that had good potential in both PSV and welfare markets. Despite attempts to acquire the designs and jigs when Dormobile folded they never became available. An opportunity did arise to purchase a coachbuilt design from Phoenix International in Southampton and so this has been acquired and forms the backbone of the new Challenger range. It offers a

more stylish alternative to the Bedwas body and serves minibus, minicoach or accessible transport markets.

Contracts to supply welfare or accessible vehicles have been a valuable source of income to all builders and convertors, the numbers of which greatly outstripped PSV specification vehicles for a period. Crystals believe this has stabilised now and report that output is generally split fifty-fifty between the two markets.

One area in which Crystals can offer the benefit of experience to customers is that of minibus operation. The company was the first independent operator to gain a London Transport tender in 1985. Later a Social Services contract to provide transport in Kensington and Chelsea was obtained and this was followed by a further London Transport contract for mobility services. At the time of Bus & Coach Buyer's visit, Chris Springham announced that another mobility services contract had just been acquired. This experience



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# Manufacturer Focus

means that Crystals frequently encounter the same problems as its customers and uses that knowledge to improve the product.

Other ventures include providing PCV driver training courses and more recently a vehicle servicing department, Crystals Garage, has been opened to extend the use of existing facilities. This does not include accident damage repairs but concentrates entirely on maintenance.

## Peugeot Boxer

The Peugeot Boxer was well received upon its launch in 1994 but has met with some criticism over the difficulties it has presented to convertors. The need to fit curved glass to match the saloon walls and re-site the fuel tanks because they are fitted where entrance steps are required, add to the cost of converting the Boxer for bus use. This, combined with a high purchase price, led some convertors to doubt the viability of the model as a serious contender in the market.

These doubts have not stopped orders being received and it appears that the new styling and Peugeot's reputation for reliable power units have been sufficient to attract interest from a number of sources. Vehicles can be produced on short or long wheelbase vans or chassis cowl. Options also apply to the engine which is available naturally aspirated or with a turbocharger in both 1905cc and 2444cc sizes with power outputs of 70bhp or 92bhp and 86bhp or 103bhp respectively.

The demonstrator was a short wheelbase 270 model which had been equipped with eleven seats, two in the



**Crystals' Peugeot Boxer 270 Lo-Spec.**

front next to the driver and nine in the rear saloon. These were arranged in an alternating two-plus one pattern and were moquette trimmed Kustombilt examples fitted with three-point retractable seat belts. The layout offered very good legroom for passengers and good vision through the side windows. Access to the saloon was via a large sliding door which opened to reveal a cavernous doorway, although only around two thirds of this was available for entry or exit because of the front nearside passenger seat, modesty screen and handrail mounting. There was no step to assist boarding and this could prove a negative point for any elderly or infirm passengers.

The saloon was equipped with an independent heater, additional lighting, stereo speakers and trimmed in grey needlecord with the majority of the roof panel covered in a much darker grey colour of the same material. There was no provision for luggage or belongings but on high roofed versions there would be room for substantial parcel racks. With the twin rear doors doubling as an emergency exit there was, obviously, no boot

space. This limits the use of such a vehicle to schools or contract duties and short haul private hires, which is undoubtedly where this specification of vehicle is aimed.

Another factor pointing in this direction was the choice of the smaller naturally aspirated 1.9 litre engine. On the road the Boxer was very sluggish and lacked acceleration. Noise from the engine grows quite harsh in fourth gear but quietens considerably when fifth (top) is engaged. The noise would undoubtedly build back again on a motorway trip but at speeds of 50 to 55mph it was unobtrusive.

The lack of performance, which may be down to a new and very tight engine with only a few miles on the clock, did not mean the Boxer was unpleasant to drive. On the contrary. The layout of the controls and driver position in relation to the steering wheel were well thought out and the initial manoeuvres before leaving Crystals' yard highlighted the usefulness of the large side mirrors and the addition of power steering.

It did not take long to become familiar with the novel dash-mounted gear-change and this contributed

to a pleasant driving experience. The change was very positive and quite light - if somewhat clunky, but had to be used a little more often than was desirable because of the low powered engine option. More power would provide far greater flexibility and much less call for gearchanges. One source of annoyance with the short gearlever was that the rubber gaiter around the base refused to remain secured to the dashboard. Despite locating all the clips under the lip in the dashboard cutaway, several times, the gaiter had a passion for freedom and adamantly refused to stay put for all but a few brief moments.

Forward vision for the driver was very good although the front windscreen pillars are quite broad and could provide a blind spot. It was not too noticeable on the short test run and was less disconcerting than the height of the side door windows. These seemed to be a little on the low side and the driver had to crouch to see horizontally or to look up. The view of the tarmac below, however, was excellent.

The generous room around the engine indicates that servicing and maintenance should be a simple procedure and other items mounted under the bonnet seemed to be sited sensibly. Turbocharged versions of the Boxer would be more cramped but there appeared to be sufficient space to accommodate the additional equipment and still retain accessibility.

With minimal specification, these Boxers can be purchased from £13,500 and the demonstration model was being offered at £14,250. Larger Boxer 350 conversions with 15 seats,



**The novel dash mounted gearchange on the Boxer range is easy to familiarise with and offers light, positive gear selection.**



**Retractable diagonal seat belts were fitted to the Kustombilt high backed coach seats.**



# Manufacturer Focus

increased engine capacity and a high specification are also available. Lowerable suspension is also an option.

## LDV 400

The LDV 400 is one of the stalwarts of the minibus and minicoach markets, still bearing a strong resemblance to its Freight Rover and Sherpa ancestry, though the product of today is much more refined and has proved to be a solid and dependable workhorse.

Although there have been rumours of a replacement for the 400 series the indications are that its production will continue for some time. This will be good news to many operators that have found the LDV to be a very practical tool if not the most stylish available. Its rugged construction and use of a traditional bonnet mean that it is simple to work on. This keeps maintenance costs low and the move to install Peugeot engines gave the marque the reliability it craved for so long. Considerable attention has been paid to anti corrosion treatment



**The LDV 400 is a cost-effective and reliable package.**

and the 400 series has developed into a sensible, value for money option for economic operation.

The example I was given for a brief test was a 16 seater conversion with a Hi-Top roof and based on the 2.5 litre turbocharged engine package. The vehicle had a modified stepwell for improved access, substantial spacious luggage racks, Kustombilt coach seats, a roof vent, additional lighting and four stereo speakers in the saloon which were supplemented by a pair in the front doors.

The interior trim was com-

pleted in needlecord to the sidewalls and a moquette centre stripe, matching the seats, lined the roof. A kick panel was installed around the bottom of the saloon walls and the flooring material was a grey rubberised covering with non-slip material on the entrance steps only. The decency screen ahead of the first pair of nearside seats was also trimmed in cord but had a soft buffer pad attached which was covered in moquette to match the seating. The gangway width was very restricted with two-by-two seating installed, but this

efficient.

The vehicle handled well and its roadholding was very good, inspiring confidence through its predictable nature. Air suspension is an option on turbocharged models and offers the benefits of a smoother but firmer ride. Conventionally sprung examples have been criticised for giving a hard a ride, but often this only lasts for a few miles and when the suspension has warmed up, the ride improves considerably.

A turbocharged 2.5 litre LDV 400, to the specification of the test vehicle sells for around £22,000.

## Summary

A direct comparison between the two vehicles is not really fair as they obviously suit different markets. The LDV, in its various guises, has been with us for a long while and is consequently about as refined as it is ever going to get, and the service and backup offered has developed to reflect the success



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**Lowered entrance steps on the LDV 400 improve access considerably.**

was eased by off-setting the seats slightly. Saloon legroom, once seated, was adequate and although some passengers may require a slightly higher window line it cannot be lifted any higher than it has already been raised without compromising the structural integrity of the vehicle.

The driving characteristics of the 2.5 litre turbo are a distinct change from the less powerful models. Much more torque is developed by the engine and so pulling away from a standstill or accelerating from low speed was effortless. The flexibility of the power unit meant that gearchanging could be reduced, making life easier for the driver and more comfortable for passengers. The gearchange was nicely positioned by the driver's side, making it easy to operate and the brakes were extremely



**A moquette trimmed buffer pad on the decency screen offers front seat passengers a higher degree of protection.**

and popularity of the marque. The Boxer is still a new entity and will gradually evolve as converters become more familiar with it. Both vehicles currently enjoy a common power plant which has become renowned for its economy and reliability, developing a confident customer base and ensuring longevity in the marketplace.

The low specification Boxer 270 represents a good basic package for operating small local contracts. It is not intended to compete with contemporaries with larger capacity engines and saloons, but has bigger brothers that are more than capable of holding their own in terms of performance and versatility with other market contenders.

**By Martin Cole**



# Fleet Additions

## Restyled Dash - Rider take first deliveries

The first batch of 20 Dennis Darts from an order for 50 placed by Badgerline, herald the appearance of Alexander's new styling on the Dash body. The front of the vehicle has been completely redesigned and features a horizontal lower line for the optional heated windscreens, twin headlights, fog/spot lamps, improved accessibility and a new grille incorporating the Alexander saltire. Destined for the Yorkshire Rider fleet, the Darts are all 10.0 metres in length and are equipped with 40 seats, luggage pens and provision for 18 standee passengers. They also feature Rider designed driver assault screens with anti-reflective panels.



## Omnibus B6 octet

Sheffield Omnibus is now operating a batch of eight Volvo B6 midibuses with Alexander Dash bodywork. Acquired through the Volvo/Alexander stock build programme, the new vehicles are of standard 10.0 metre specification which includes 40 seats, a luggage pen and an additional capacity of 17 standee passengers.



Peter Carol Coaches of Bristol have taken delivery of this Toyota Optimo III from Yeates Bus & Coach. It is finished to GL specification with 18 reclining seats, power plug door, tinted glazing, curtains, forced air ventilation, individual reading lights, radio/pa/cassette system and a large boot.



## Jonckheere Monaco double deck duo for Excelsior

A pair of Jonckheere Monaco double decker coaches on Volvo B12T chassis have been delivered to Excelsior Holidays of Bournemouth. Both are equipped with 71 reclining seats, twin courier seats, toilet/washroom facility, fridges and water boilers. Other features include double glazing, hand dryers in the washrooms and Voith retarders fitted to the transmission. The coaches were supplied by Yeates Bus & Coach.



Leon Motor Services of Finningley, South Yorkshire, have placed two new Optare Metroriders in service. The duo are employed on Doncaster town services, replacing Leyland Cubs with Optare bodies. Built to the wider of the Metroriders' two width options, the buses have 31 seats, luggage pens and a variety of DIPTAC features.



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**1976 R LEYLAND  
ATLANTEAN  
ALEXANDER BODY**

76 seats, MoT 9/95

**£3,750 + VAT**

**Tel: 0555 840249**

294/2170/FC

**KASSBOHRER-SETRA 215HD** — 1983 — P Plate — MoT — November '95 — Owned from new.....**£49,500 + VAT**

**SKYLINER — DECKER** — 1986 — C Reg — 75 seats — MoT — April '95 — Gardner Engine — Auto G/Box .....**£48,500 + VAT**

**VOLVO B10M — Plaxton 3200** — 1985 — 57 seater — Retrimmed & Pannier Lockers — Owned from new — MoT — November '95.....**£42,500 + VAT**

**VOLVO B10M LASER I 1984** — 57 seater — Retrimmed — Excellent condition — MoT June '96 **£28,500**

**Contact Tony Turner  
Bristol -0272-559086**

2164/FC

**1988  
VOLVO B10M  
PLAXTON  
PARAMOUNT 3500**

49 recliners, toilet, washroom, drinks boiler, wired video/TV, Centre continental door, tested Feb 96.

**£64,000**

**0530 270226**

294/3798/FC

## DON'T MISS THIS SUPERB 1988 LAG PANORAMIC

Registered 2052 NF in April 1988 with 49 reclining seats, adjustable footrests, seat belts and tables on all seats. Many extras including fresh-water-flush toilet and washroom, hot and cold drinks server, television and video, driver's bunk, Webasto pre-heating, tinted double glazing with curtains, automatic tachograph, high-capacity fresh-water tanks with fill system for hot water boiler, power-operated centre door, long range fuel tanks, Voith hydraulic retarder, full cruise control. This coach is fully air-conditioned, and has been used exclusively on our own tour programme and therefore in immaculate low mileage condition, finished in white/blue, highly polished and unmarked. It has a twelve-month MoT and is taxed for the coming season.

Available immediately at £72,500 plus VAT

**WYRESDALE COACHES  
LIMITED**  
**Telephone (0995) 603 179  
(Preston area)**

294/3525/FC

## APRIL 1990 MAN 10.1.80 CAETANO ALGARVE

35 recliners + courier, curtains and usual trim, TV and video, Blaupunkt stereo/PA, 220,000 KMS, owned from new, full documented history, immaculate throughout.

**£60,000 VAT**

**Ring Hodges Coaches  
0252 873131 or 873989**

294/3909/FC

1989 MERCEDES DUBRAVA 3200, 57 str, double glazed, one owner from new.....£27,800  
1985 LEYLAND TIGER 245 PARAMOUNT 3500, 51 vogel seats, rear sunken wc, TV and video, good MoT.....£29,500  
1984 BOVA FUTURA FHD, 49/53, centre wc, water boiler, fridge, TV and video, vgc  
Finance company repossession terms available  
1984 BEDFORD YNT PARAMOUNT 3200, 34 seats and wheelchair lift, wc, waterboiler, fridge.....£14,500

Selection of O.A.T.'s available from stock (old age transits)

**Tel Russell 0332 767676  
W/ends 0860 810856**

294/2799/FC

LEYLAND DAF, 16 high back coachseats M-2-M conversion First registered December 1991

*Very clean coach.*

**£10,000 + VAT No Offers**

**RENAULT DODGE — REEVE BURGESS**, 25 Service seats, Automatic Gearbox, First Reg October 1987, Very clean bus.

**£4,500**

**+ VAT No Offers**

**Apply to**

**Moffat + Williamson Ltd  
0382—330777**

294/3925/FC

## GOODWINS COACHES, STOCKPORT OFFER FOR SALE

82 PP VOLVO B10M VAN HOOL ALIZEE, 52 recliners + courier, curtains, MoT 12 months.....£27,250 ono  
DAF 1982 SB2500 JONCKHEERE BERMUDA, 49 recliners, integral, tinted windows, air door, 15 months test.....£13,750 ono  
LEYLAND LEOPARD PP 1979, 12 metre Plaxton, 57 seater, totally repainted, new floor, new seats in graffiti style moquette, tinted windows, curtains, POD, Telma.....£10,250 ono  
JONCKHEERE BERMUDA, 11 metre, 53 new seats, totally repainted, tinted windows, only Leyland Leopard on this body, looks modern, long test.....£10,250 ono

These coaches are to very high standard. Maintained regardless of cost. All vehicles subject to VAT

**To view contact: 061-477 3325**

Ask for Geoff or Alan

294/3783/FC

## Camelot Coach Travel, Andover

has sold three vehicles in total through Bus & Coach Buyer, the first one was sold within hours, the second one took a few days and the last one went within the week. Proving yet again that

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294/3782/AES

## LEYLAND NATIONAL MOBILITY BUSES

Selection of R, S & T registered buses

Fitted 21 seats and room for 5 wheelchairs

### ENSIGN BUS & COACH SALES LIMITED

**0708 631122**

## AEC

1976, 57 SEATER PLAXTON MK IV, front, MoT until July '95, £2,850. Phone Ivan Thomas 081 397 4276 or 081 397 3774. 294/2144/AE

1980 AEC. 760. Plaxton Supreme IV. MoT till 4/95. V.G.C 1979 AEC 760. Duple Dominant. 53 seats, 12 months test, Good reliable vehicle. £4,000 ono Tel: 0347 810327

294/3924/AE

AEC PLAXTON, 57 seater, semi-auto, air door, MoT till Oct '95, very reliable. £3,500 ono + VAT. Tel: 0130 5784850. 294/3808/AE

## BEDFORD

1982 (PP) YNT DOM IV SCOTTISH FRONT, (53) repainted and remounted, 1st class private hire vehicle, recent recon engine and new gearbox, power doors, MoT October '95. Sensible offers. 0181 890 8488. 294/2152/BED

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1975 BEDFORD PJK, 29 seater, PSV till June '95, taxed till July '95, very tidy interior, bodywork requires some attention. £1,950 ovno + VAT. Tel: 01772 783723. 294/3789/BED

1980 BEDFORD, 53 seater, excellent condition, new engine, re-trimmed 2 years ago, new floor, repainted, all new tyres, 12 months MoT. £6,000 ono. Tel: 0203 396640. 294/3805/BED

BEDFORD T REG DOMINANT II, 53 seats, good condition, MoT till May. £3,250 + VAT ono Tel: 0822 841198. 294/3809/BED

BEDFORD ELITE, 41 seater, £900 + VAT ono. Tel: 0293 568969 (during office hours). 294/3821/BED

## COACH BUILT MIDI



1989 F MERCEDES 811 AUTO, Telma, 28 seats Diptac Service Bus

1989 F MERCEDES 811, Auto, 29 seat, hi-spec coach  
1987 D DODGE, 23 seat, Service Bus

### Birmingham Bus Centre Limited

021 415 5111  
0831 857111 mobile

294/1834/CBM

## CAETANO

### 1988 E TOYOTA CAETANO OPTIMO

19 seats + 2 tables, curtains, radio, TV, tea/coffee making facilities, MoT Sept '95/

£16,000 + VAT

Tel: 0792 894951

Ask for Peter West

294/3582/CA

1988 24 Seater Fiat Caetano, recon engine usual refinements front accident damaged hence, £3,500 + VAT. Tel: 0274 873097 (West Yorks). 294/2166/CA

## DAF

BOVA EUROPA 1981 49 reclining seats + courier toilet, continental door, radio/P/A/cassette very nice condition, tested Nov.95 private plate £13,500 + VAT Tel 01408 641354 (Scotland) 294/3769/DA

## 1982

### MB200 PLAXTON SUPREME V

53 retrimmed recliners, good sound vehicle, tested to May '95, will retest if required.

£15,000 + VAT

### STORT VALLEY COACHES

Bishops Stortford

Tel: 0279 654789

294/2158/DA

## DOUBLE DECKER

### 1987 E REG MCW METROBUS

Gardener 6LXB engine, Voith gearboxes, 75 seats, 1 door, long ticket

3 only

### Ensign Bus and Coach Sales

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294/3802/DD

FLEETLINE Powered by Gardner, 74 seats, MoT Nov 95, Excellent Condition £3,750 Tel: (01222) 860230 or fax (01222) 860231

294/2173/DD

## WANTED

### DOUBLE DECKER LOW BRIDGE

(13ft 5in)

Mid 70's — 1980  
For use as Exhibition Unit.  
Must be tidy

### CASH PURCHASE

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294/720/DD

## CAETANO



the **KINGS FERRY**  
of Cillingham



1991 TOYOTA OPTIMO II, 21 seater, radio/P/A/cass and video system, hot drinks unit, 195,000km from new 10,000km on new engine with 8 months warranty, FSH.....£34,500

For further details

Telephone: (0634) 362741/377577

Other Optimos available 294/2157/CA

## DOUBLE DECKER

### 1980 LEYLAND ATLANTIAN

74 seat, dual door, Voith automatic gearbox with retarder, tested June '95

**£5,500 + VAT**

**TEL: 041 950 2133**  
(Scotland)

## DENNIS

DENNIS JAVELIN CAETANO ALGARVE, Dec 1990. (H reg), MoT to Jan '96, full exec, 50 recliners + courier, rear toilet, low mileage, FSH, £62,000 + VAT ono. Tel: 01200 26269 (Lancashire). 294/3904/DE

## FORD

1982 R1114 FORD V reg, full test, used daily, suitable for contracts, power door. £3,000 + VAT. Tel: 0773 872105. 294/3689/FO

### FORD DOMINANT III

1979. 53 seater, Bristol Dome, etc. Very clean for year. Any trial. Will have a full year's MoT

£4,250 + VAT ONO

Will consider P/X for 20/25 seat minibus, cash either way  
Tel: (01772) 785300

294/3652/FO

TRANSIT DIESEL 14 PSV, or 5 w/ chairs, also taxibus 8 + 1 w/chair 14,15 and 16 PSV available now. Blythwood Motors 041 221 3165. 294/3824/FO

Ford Coach. 1981. Supreme front, MoT, 53 seater. £6,000 + VAT Tel: 0872 510511. 294/3920/FO

## FREIGHT ROVER

D-REG FREIGHT ROVER 20 seats MoT & tax, fitted with seat belts. £2,850 + VAT ono also

1986 FREIGHT ROVER 200 DIESEL, 7 seater taxibus, full proper taxi conversion, fitted with seat belts taxed and MoT .....£2,750 + VAT ono  
Tel: 031 449 5860  
or 458 3376

2125/FR

FREIGHT ROVER OWNERS, Isuzu 2.8L conversion engines, now in stock, improve reliability, fuel consumption, performance, starting guaranteed, self fit or fitted in a day from £2,500 + VAT. Boomerang Bus Company, Tel 01684 292108. 294/3294/FR



## LEYLAND

### Re-advertised due to timewasters

1986 LEYLAND TIGER, Manual Duple Caribbean II, full executive spec, supplementary heating, all new Michelin X tyres fitted, unlettered, MoT Oct 95

**MUST BE SEEN**  
Vehicle in good condition  
Sensible offers accepted  
Owner retiring

**(0482) 899683**

294/2162/LE

1983 LEYLAND TIGER 245, Plaxton 35 body, 53 reclining seats, continental door, hot drinks machine, TV + video, MoT 1st May '95. **£24,000 + VAT ono.** (DON'S COACHES), Tel: 0371 872644.

294/3801/LE

**1982**

### LEYLAND TIGER DUPLÉ GOLDLINER III

46 reclining seats, wc, radio, PA, new MoT

**£11,000 + VAT ONO**

**Tel: (0656) 860200 or (0656) 861736**

294/3794/LE

1980 LEYLAND LEOPARD, S/A Grant door, 53 seater, all repainted, new diff + engine rebuild, MoT 30/6/95. **Offers. Tel: 01665 713300.**

294/3748/LE

LEYLAND TIGER CARRIBEAN II, executive coach, 48 semi recliners plus courier, double glazed, toilet washroom, drinks machine, crew compartment, Webasto, foot rests, curtains, recon engine July 1994, 12 months test, excellent condition ..... **£24,995**

1977 R LEYLAND LEOPARD, 45 DP seats, ideal for omo. destination equipment, luggage pen, power steering, semi-auto ..... **£3,995**

**Tel: 01902 791698**

294/2112/LE

1975 LEYLAND LEOPARD DUPLÉ 1 53 seats, first reg 1/7/75, MoT till 9/1/96, very fair motor **£3,500 ono + VAT** Tel: BRYAN 0533 767228 or evening 0533 419806.

294/3678/LE

### 1984 LEYLAND TIGER 245



Semi auto, Doyen, integral coachwork, 50 recliners + courier, MoT July 95, very good condition all round  
**Available on lease from £785 + VAT per month**

**Contact Bob Windfield  
0831 833857 or  
0332 290620**

1365/LE

1985 LEYLAND TIGER DUPLÉ CARIBBEAN II, 50 reclining seats, very clean condition, new test, p/x considered. **£22,500. Tel: 0698 870242 evenings and weekends, 0698 870289.**

294/2146/LE

A quantity of Leyland Tigers for sale and breaking

### SPECIAL OFFER

**Used Diesel Engines**

Leyland Tiger, Leyland Leopard, AEC Reliance, Leyland Atlantean  
*At Special Prices*

### BussBitts

**Tel: 01962 777669**

3239/LE

1983 LEYLAND TIGER, express door, 53 seats recently fitted new engine and gearbox, full air-suspension, MoT until Dec. **£19,000 ono + VAT Tel: 0922 645168.**

294/2156/LE

1980 LEYLAND LEOPARD, fitted Plaxton Supreme 4-body shell, 53 bus seats, express doors, semi-auto power steering, 21 standing. **Choice of 5**

### ENSIGN BUS & COACH SALES

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3026/LE

LEYLAND LEOPARD S/A ALEXANDER BUS, 57 seats, recent recon gearbox and engine, taxed, MoT, in daily use, **£4,250 + VAT**, PX possible for later coach. **Tel: 01245 320598 (Essex).**

294/3913/LE

### LEYLAND SWIFT

1989 Reeve Burgess 33 seater, power door, rack blowers, lap belts, courier, stereo, PA, large boot, side lockers

**£31,000 + VAT**

**Tel: (01522) 810262**

294/3910/LE

LEYLAND TIGER DUPLÉ 340 1987 full exec excellent condition throughout **£29,000 HP possible** Tel: (01222) 860230 or fax (01222) 860231

294/2172/LE

### 1988 LEYLAND TIGER CUMMINS 290 DUPLÉ 340

55 reclining seats, power door, 7 speed ZF, Telma, continental exit, double glazing, MoT Feb '96

**£45,000**

**Tel 01273 686378**

**After 5pm and weekends  
01273 504059**

### 4 LEYLAND TIGERS 84-85

46/49/50 and 57 seaters. Two with new engines, all with MoT's.

**Tel: 0141 952 0064**

294/2177/LE

### MERCEDES

**G Reg 33 seater PMT 811 Turbo**, slope front coach, years MoT, Taxed.

**£23,000 ono**

**Taz Dubrava F Reg**, 54 seats, very short MoT, Taxed. **£20,000 ono**

**Tel: 031 440 4400 (Office)**

**031 666 0857 (Home)**

**(Edinburgh) 294/3903/ME**

**MERCEDES 609D**, F reg, 20 seater coach, armrests, decorative curtains, enclosed luggage racks, 2 optional tables, finished in silver and grey 169,000 kms. **£14,750 + VAT. Tel: 01883 624646 (Surrey).**

294/3818/ME

### 1983 MERCEDES 0303 JONCKHEERE P50

49 reclining seats plus toilet, fully retrimmed interior, private plate, 12 months MoT

*Excellent all round condition*

**£32,000 + VAT**

**Telephone 0171 4038118**

**ANDERSON TRAVEL LTD**

294/3617/ME

## MERCEDES

### MERCEDES DELIVERIES

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URBAN-RANGER SERVICE BUS OR DUAL PURPOSE  
47 & 25 standees

410 16 face forward coach luxury

609 Coach spec 24 & boot

609 24 + tail-lift, coach spec

711 24 coach spec

709 29 coach spec

709 29 + 7 Service bus

709 29 + 8 Service bus

814 33 coach spec

811 33 + 12 Service bus

811 33 + 10 Service bus auto  
410 Wheelchair 16 seat or 5 w/chairs

### Blythswood Motors

**Tel: 041 221 3165**

294/3829/ME

### MERCEDES 709D DEC 1992 'K' REG

29 seats + 10 standees, full service Diptac spec, test Dec 1995, mileage 219,000km, excellent condition

**£32,500 + VAT**

**REDLINE TRAVEL**

**TEL: (01772) 751700 (PRESTON)**

294/2109/ME



### COSSINGTON BUS DIVISION

**FOR IMMEDIATE DELIVERY**

**MERCEDES BENZ 709D, 29 seat bus**

**MERCEDES BENZ 811D, 33 seat bus**

*Vehicles in build for early delivery*

#### USED SELECTION

1991 J MERCEDES BENZ 609D, 20 seat coach/and boot

1991 J TALBOT PULLMAN, 22 seat bus, new MoT

1989 G FORD TRANSIT, 12 seat diesel engine, in white

1992 K NAZDA E2200, diesel, 8 seat, in white

1987 METRO RIDER, 23 dual purpose seats, pen/boot, choice of 3.

#### CONTRACT HIRE

*All finance facilities available including contract hire*

**SYSTON ROAD, COSSINGTON, LEICESTER**

**CONTACT: JOHN MORRISON 0533 607111 OR EVENINGS 0202 515421**

290/1918/ME

### 1991 MERCEDES 609D

20 Vogel seats with arm rests, curtains, very large boot, excellent condition, only what you expect from this company

**£20,500**

**Travel Green Coaches,  
Doncaster**

**Tel: 01302 722227 or  
0836 292816**

294/2175/ME

1989 MERCEDES 811D PLAXTON BEAVER, 33 seat bus, body recent respray in cream, taxed, tested, VGC, **£25,000 ono + VAT**, possible PX for 21-24 seat 609-8D bus. **Tel: 01245 320598 (Essex).**

294/3914/ME

1982 MERCEDES 508, 19 highback seats, luggage racks, wheel trims, radio cassette, good runner MoT April, **Bargain £2,900 + VAT. Tel: 0274 873097. (West Yorks).**

294/2165/ME



## MERCEDES

**MERCEDES 410D**, 16 face forwarding seats, high roof, all extras, immediate delivery. **Blythswood Motors 041 221 3165.**

294/3823/ME

## MINICOACH

**F REG (88) TOYOTA CAETANO OPTIMO GL**, 18 seater, table, large boot, plug door, MoT Nov '95, £17,000 + VAT. Tel: 01252 727475.

294/3736/MC

**C REG TRANSIT**, diesel, 16 seats and 5 standees, white, good condition inside and out, taxed June '95, MoT'd November '95. £3,400 + VAT. Tel: 061 620 8008.

294/2651/MC

**1987 IVECO 315 CAETANO ALGARVE**, 28 seater minicoach, good condition, new MoT if required. £22,500 ono. Tel: 0525 376077.

294/3796/MC

## MAN

**1988 MAN VW 8136 REEVE BURGESS MINICOACH**, 32 seater, good condition, 12 months MoT. £19,500 ono. Tel: 0525 376077.

294/3797/MN

**MAN SR280**, 1981 PP 48 seater, with toilet, drinks machine, TV and video, MoT Jan 96, taxed. £14,500 ono + VAT. Tel: 01952 245271 anytime.

294/3830/MN

## MINIBUSES

**TRANSIT DORMOBILE '83 DIESEL**, 16 high back re-covered seats, test to March '95. £1,100 + VAT. **Peterborough (0733) 345716.**

294/3755/MB

**1993 TALBOT EXPRESS**, 14 hi-back seats, radio/cassette, immaculate condition, only 33,000 miles, very economical vehicle. £11,500 + VAT. Tel: 091 384 2873.

294/3689/MB

# DAVID SPEAR COMMERCIALS

- 93 K LEYLAND DAF 400**, diesel, 17 seat Minibus, power steering, 1 owner, 34,000 miles, white, as new.....**£10,995**
- 92 J LEYLAND DAF 400**, diesel, 17 seat bus, 1 owner, 58,000 miles only, COIF, white, excellent condition.....**£9,995**
- 91 H LEYLAND DAF 400**, Diesel, 17 Seat Minibus, 1 Council owner, 72,000 miles, COIF, PSV test July 1995.....**£8,995**
- 92 J TRANSIT DIESEL**, New Generation, 15 seat Minibus, brand new luxury conversion, seat belts lap and diagonal, power steering, 1 owner, very high spec, white.....**£12,995**
- 91 H TRANSIT DIESEL**, 15 seat, 1 owner, 58,000 miles, power steering, white, excellent condition.....**£8,995**
- 90 G TRANSIT**, 2.0 Petrol, 15 seat Minibus, 2 owners, 73,000 miles, 5 speed, COIF, PSV tested until Jan 96.....**£5,995**
- 89 G TRANSIT**, Diesel, 12 seat Minibus, 1 owner, tested Dec 95, white, absolute bargain.....**£5,495**
- 91 H VAUXHALL MIDI**, 2.0 Petrol, 10 seater, new conversion with seat belts, high roof, SLD, 1 owner, white.....**£3,995**
- 89 F TRANSIT**, Diesel, 15 seater, 1 Council owner, low mileages, roof rack, choice of 2 at.....**£6,495**
- 88 E TRANSIT**, Diesel, 15 seater, 1 Council owner, low mileages, roof racks. Choice of 2 from.....**£5,495**
- 88 F FREIGHT ROVER**, Diesel, 17 seat Minibus, 1 Council owner, low mileage. New class IV test, bargain.....**£4,995**
- 85 B FREIGHT ROVER**, Diesel, 17 seat Minibus, 5 speed, COIF, PSV tested, excellent condition for year.....**£2,495**

ALL VEHICLES PLUS VAT AT 17½%

FINANCE ARRANGED ON ANY OF ABOVE VEHICLES  
BRITANNIA GARAGE PENGAM BLACKWOOD GWENT

**0443 822383 0860 433899**

294/3826/MB

## NEOPLAN

### 1983 NEOPLAN SKYLINER

With Merc V10 engine, ZF auto box, 71 seats, toilet, video, Webasto, servery, current MoT

**£32,000 + VAT**

Contact: Neil Wilson  
or Graham Willett  
**(0279) 680854/662320**

294/3811/NE

**NEOPLAN SKYLINER 1982**, 10 months MoT, 71 seater, re-trimmed last year, bodywork straight, Mercedes V10 engine, all in good working order, **£25,000.**  
Tel 0580 879339 or 0802 255605.

294/3917/NE

## MINIBUSES

**C REG FORD TRANSIT**, 12 seat diesel, tested 19-1-96, taxed Aug. low mileage, good condition. **£2,950.** Tel: 0334 850255 (Scotland).

294/3751/MB

### FORD TRANSIT 14 SEATER MINICOACH 2.5 DIESEL JULY 1990 G REG

Deansgate conversion, new engine, new axle, VGC

**£5,500 + VAT**

**Tel: 0785 223540**

294/3791/MB

**1983 P.P. CAETANO BEJA**, 18 seats, arm rests, parcel racks, curtains, P.D., radio cassette, large boot. **£4,500 plus VAT ono.** Tel: 0992 442005.

294/3695/MB

# HOLLOWAY COMMERCIALS

**NEW M REG DAF 400 16/17 SEAT MINICOACHES**, Diesel/Petrol. Choice of specification to your requirements. Standard features inc power steering, coach interior trim, hi-back seats, inertia belts, full trim, etc. Options inc chair lifts, power doors, etc. Full CIF & PSV. Orders now being taken for February Delivery. Compare the price and quality. **BUY OR FINANCE**

**NEW/LATE REG MASTER DIESEL 14/15/17 SEAT MINICOACHES**, Diesel/Petrol. Choose yours now. Fitted to your specifications. Standard features inc coach interior & seating, 3 point inertia belts, under floor storage, etc. Options include chairlifts & seating configuration. Full CIF & PSV. Order yours now for early February delivery. Call Now Prices on application. **BUY OR FINANCE**

**LEYLAND DAF 400 DIESEL 17 SEAT MINI-COACH 1994**, L. Hi-roof long wheel base. Immaculate condition with brand new conversion to a very high standard. Features inc power steering, side door, hi-back seats, inertia belts, manufacturers warranty, luggage racks, fully lined, etc. Full CIF & PSV/MOT test in stock now. Please call for further details. **BUY OR FINANCE**

**FORD TRANSIT NEW GENERATION 15 SEAT DIESEL MINIBUS**, K reg. Latest model with full Ford GL Style specification. With hi-back style seats, inertia seatbelts, power steering, 5 speed box, side loading door, semi hi-top (hi-top conversion available) in totally first class condition. Value **BUY OR FINANCE**

**TALBOT EXPRESS 15 SEAT DIESEL EXECUTIVE MINI-COACH**, K reg. With full specification, high back moquette seats, inertia seat belts, side loading door entry, 2.5 Peugeot engine, etc. Truly immaculate condition. Becoming quite a scarce example in this condition. Quality & value. **BUY OR FINANCE**

**VW TRANSPORTER 9 SEAT DIESEL MINIBUS**, J reg. New Shape. First class example with very high specification inc hi-back seats, inertia belts, side loading door, power steering, stereo system, etc. Always a firm favourite and representing exceptional value for money. Please call for details. No VAT. **BUY OR FINANCE**

**FORD TRANSIT 9 SEAT DIESEL EXECUTIVE STYLE BUSES**, J reg. Choice of Hi-Tops SWB. Truly first class example with very refined equipment level. Features include hi-back moquette seats, inertia seat belts, 5 speed, side loading door or front entry. Exceptional value. No VAT. **BUY OR FINANCE**

**VAUXHALL MIDI DIESEL 9 SEAT MINIBUS LWB**, 1991 H. Brand new Holloway conversion with all features that you have now come to expect from us. In totally immaculate condition throughout. Ideal for the larger family, taxi work, shuttle runs, etc. Terrific value for money. **BUY OR FINANCE**

**LEYLAND DAF 400 17 SEAT MINI-COACH**, LWB High-Top H reg, 2.0cc. Truly superb low mileage model with a vast array of executive features inc hi-back seating, inertia reel seatbelts, full trim & lining and much more. Ideal for schools, groups, charities, etc. Fabulous price and quality. **BUY OR FINANCE**

**MERCEDES 410 DIESEL 16 SEATER LUXURY MINI-COACH**, H reg high roof LWB. Top class condition with full specification inc hi-back seats, inertia belts, front load entry, lighting, stereo system & much more. Compare our price & quality. **BUY OR FINANCE**

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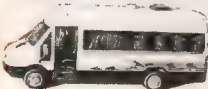
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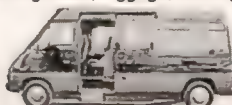
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294/3814/VO

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294/3810/VO

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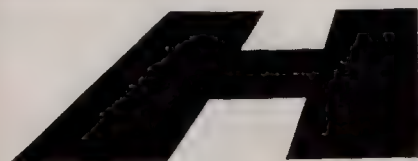
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**1989 VOLVO B10M VAN HOOL ALIZEE H**, 49 reclining seats, centre sunken toilet, continental door, double glazed side windows. TELMA retarder. Interior — autumn tint; Exterior — white. MoT November 1995

**1989 VOLVO B10M VAN HOOL ALIZEE H**, 53 reclining seats, double glazed side windows, TELMA retarder. Interior — autumn tint; Exterior — white. MoT October 1995

**1989 SCANIA K113 JONCKHEERE DEAUVILLE**, 49 reclining seats, centre sunken toilet, double glazed side windows, wired for TV & video. Interior — autumn tint; Exterior — white. MoT October 1995

**1989 MAN JONCKHEERE DEAUVILLE**, 49 reclining seats, centre sunken toilet, continental door, driver's bunk, video & monitor, water boiler, double glazed side windows, TELMA retarder. Interior — grey/red; Exterior — white/maroon. MoT January 1996

**1989 TOYOTA OPTIMO**, 21 seats, power operated door. Interior — red; Exterior — white/green/red. MoT May 1995

**1988 TOYOTA OPTIMO II**, 19 seats, TV and video, water boiler. Interior — red; Exterior — white. MoT December 1995

**1988 DENNIS JAVELIN 12MTR PLAXTON 3200**, 53 reclining seats, power operated door. Interior — autumn tint; Exterior — white. MoT August 1995

**1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200**, 53 reclining seats, power door. Interior — red; Exterior — white/blue. MoT February 1995

**1987 NEOPLAN SKYLINER, MERCEDES ENGINE, MANUAL GEARBOX**, 77 seats, toilet, fridge, water boiler. Interior — red; Exterior — white/orange and yellow. MoT April 1995

**1987 DAF DKFL PLAXTON PARAMOUNT 3500**, 53 reclining seats, power operated door, TELMA retarder. Interior — grey/maroon; Exterior — white/red.

**1987 VOLVO B10M PLAXTON PARAMOUNT 3200**, 57 seats, power operated door. Interior — autumn tint; Exterior — maroon/white. July 1995

**1986 IVECO VIANA**, 19 seats, power operated door. Interior — red and beige; Exterior — white. MoT August 1995

**1986 DAF SB 2300 PLAXTON PARAMOUNT 3200**, 47 reclining seats, courier seat, centre sunken toilet. Interior — red; Exterior — white. MoT August 1995

**1986 (D) DAF SB PLAXTON PARAMOUNT 3200**, 55 seats, power door, curtains. Interior — autumn tint; Exterior — white/maroon. MoT November 1995

**1986 VOLVO B9M PLAXTON PARAMOUNT 3200**, 43 seats, power operated door. Interior — autumn tint; Exterior orange/white. MoT December 1995

**1983 VOLVO B10M DUPLÉ LASER**, 57 seats, power door, TELMA retarder. Interior — green/grey; Exterior — white/yellow. MoT September 1995

**1983 MERCEDES 0303**, 53 reclining seats, air conditioning, courier seat. Interior — red; Exterior — blue

**1983 VOLVO B10M VAN HOOL ALIZEE H**, 48 reclining seats, rear toilet, continental door, servery. Interior — autumn tint; Exterior — white/beige. MoT June 1995

**1983 MAN SR280**, 49 reclining seats, centre sunken toilet, continental door, water boiler, wired for video. Interior — red; Exterior — red/white

**1982 BOVA EUROPA**, 49 seats, toilet, courier seat. Interior — blue; Exterior — white. MoT November 1995

**1980 VOLVO B58 PLAXTON SUPREME 4**, 53 reclining seats, power door, automatic transmission, TELMA retarder, curtains. Interior — brown; Exterior — white/green. MoT July 1995

**1979 AEC 12MTR DUPLÉ DOMINANT II**, 57 seats. Interior — red/grey; Exterior — white/red. MoT February 1996

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**1987 BEDFORD YNT PLAXTON 3200**, 53 seater, brown moquette, white exterior, new engine. MoT Nov '95

**1986 SCANIA K92 BERKHOF**, 53 seater, white exterior, blue interior

**1986 IVECO CAETANO VIANA**, 22 seater coach. MoT June '95

**1986 LEYLAND TIGER 245 EXPRESS PLAXTON 3200**, 53 recliners, manual gearbox, POD. MoT July '95

**1982/3 MERCEDES 0303 JONCKHEERE BERMUDA**, 51/49 recliners, centre toilet, drinks, TV

**1980 (W) BEDFORD YMQS DUPLÉ DOMINANT II**, 35 seater, autumn tint interior, red/white exterior. MoT Nov '95

294/2060/UN

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**VOLVO 1981 B58 Duplé Dominant**, 54 seats, rear saloon toilet, MoT July 1995

**DENNIS 1989 Javelin 320 Duplé**, 2F Automatic, 51 rec. seats, saloon toilet to nearside rear, interior brown stripe moquette with relief to luggage racks, exterior white with red/yellow relief, MoT December 1995. (Additional seats to make 57)

**MAN 1991 10-180 35 seat Caetano Algarve**, fitted with 27 rec seats, courier seat, trimmed in brown, with saloon toilet to offside rear, servery offside rear with fridge/hot and cold water/sink/storage cupboard, 5 full sized tables and table lamps, full draw gold curtains, TV/Video, exterior all white, additional seats. MoT July 1995

**LEYLAND 1989 Tiger 260 Duplé 320**, 61 seats, re-moquetted luxury coach, painted all white, MoT March 1995

**LEYLAND 1989 Tiger Duplé 320**, 57 reclining seats, all white, MoT Dec 1995

**LEYLAND 1988 Tiger Duplé 340**, 55 reclining seats, all white, MoT April 1995

**LEYLAND 1982 Leopard Plaxton Supreme**, 57 fixed seats, MoT April 1995

**DAF 1983 MB230 LAG Galaxy**, 49 recliners, crew seat, toilet, drinks, fridge, wired for TV/Video, MoT November '95

**BEDFORD 1986 YNV Duplé 320**, 57 rec seats, finished in cream with red reliefs. Interior: grey/red/orange stripe moquette, power door, MoT January 1996

**BEDFORD 1983 11M YNT Duplé Dominant IV Express**, 53 seat, brown/orange interior.

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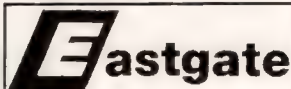
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50 reclining seats, double glazing, Telma retarder, rear continental door, curtains, aircraft type lockers

**J734 CWT**

**1990 SCANIA K93 PLAXTON PARAMOUNT 3200 LDR**

53 reclining seats, power door, pannier lockers, moquette to roof

**G916 EHP**

**1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500**

51 reclining seats, centre continental door, crew seat, double glazing, blinds to windows, Webasto, ABS brakes

**G891 VNA**

**1989 DAF MB230 VANHOOL ALIZEE H**

51 reclining seats, centre sunken toilet, centre continental door, crew seat, double glazing, Telma, Webasto

**MIW 2418**

**1989 IVECO 4910 DAILY CARLYLE BUS**

25 bus seats, jackknife doors, destination gear

**G744 DSG**

**1989 VOLVO B10M PLAXTON PARAMOUNT 3500**

53 reclining seats, crew seat, Telma retarder, double glazing, aircraft type lockers, painted all white

**F256 BHF**

**1988 VOLVO B10M GL PLAXTON PARAMOUNT 3500**

49 reclining seats, centre sunken toilet, centre continental door, soft trim, crew seat, side lockers, radio PA system

**E235 VOC**

**1988 DAF MB230 DKTL CAETANO ALGARVE**

49 reclining seats, centre demountable toilet, centre continental door, crew seat, splitter gearbox, curtains

**E168 KNH**

**1987 VOLVO B10M GL DUPLÉ 320**

57 reclining seats, power door, tinted windows, side lockers

**D457 GDU**

**1985 VOLVO B10M GL BERKHOF ESPRIT**

49 reclining seats, arm rests, power door, centre sunken toilet, centre continental door

**DSV 710**

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